



FIG.2

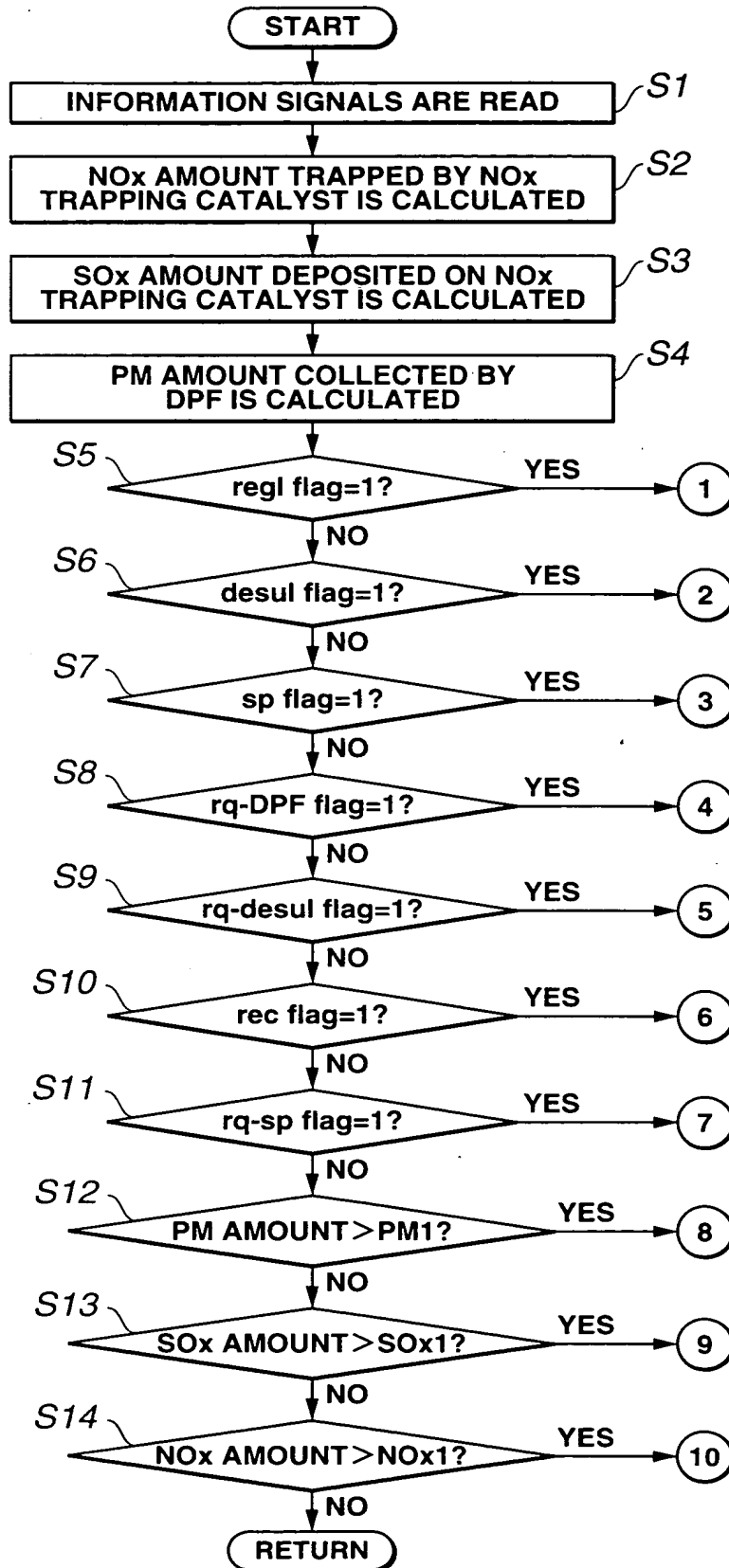


FIG.3

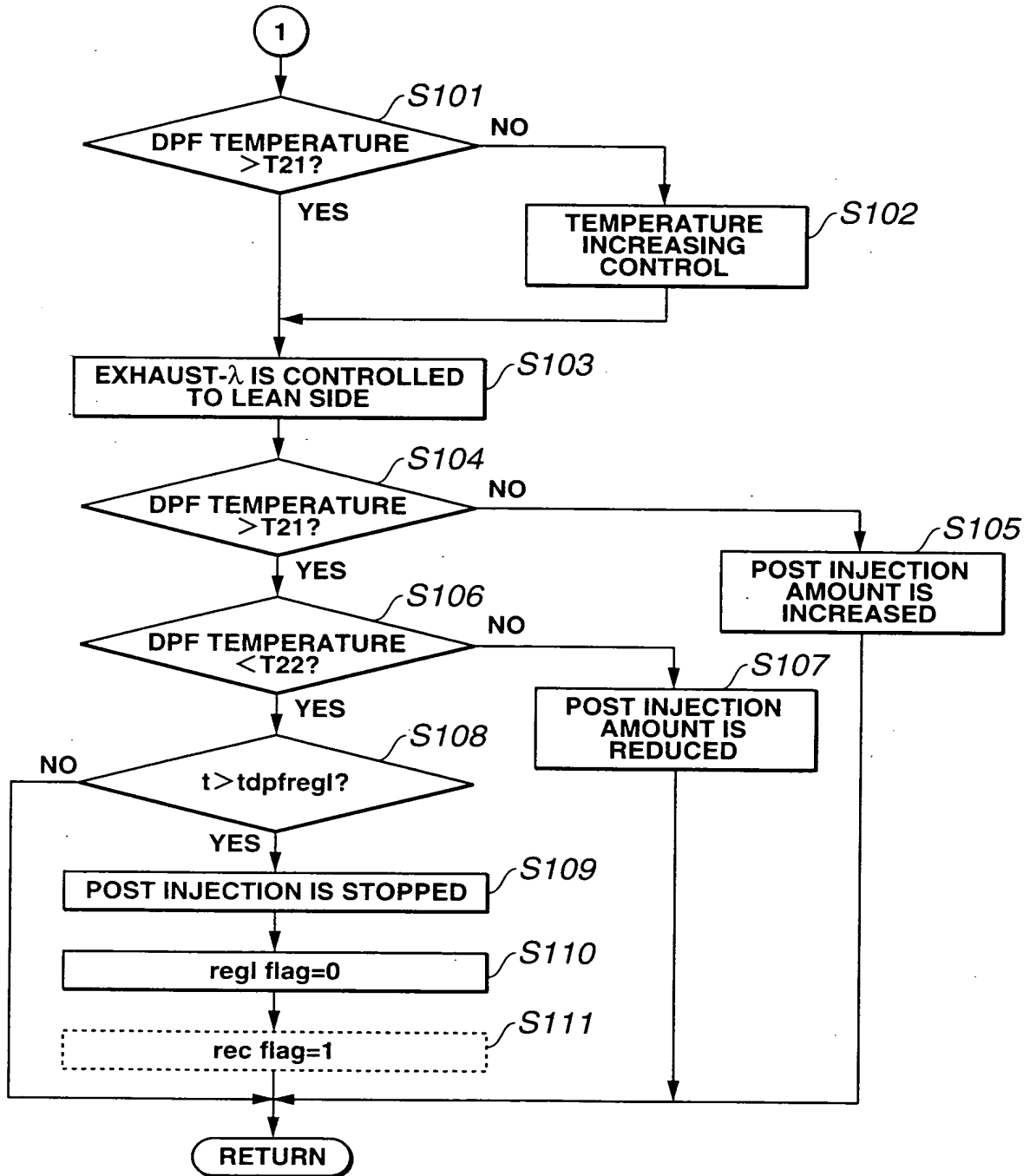


FIG.4

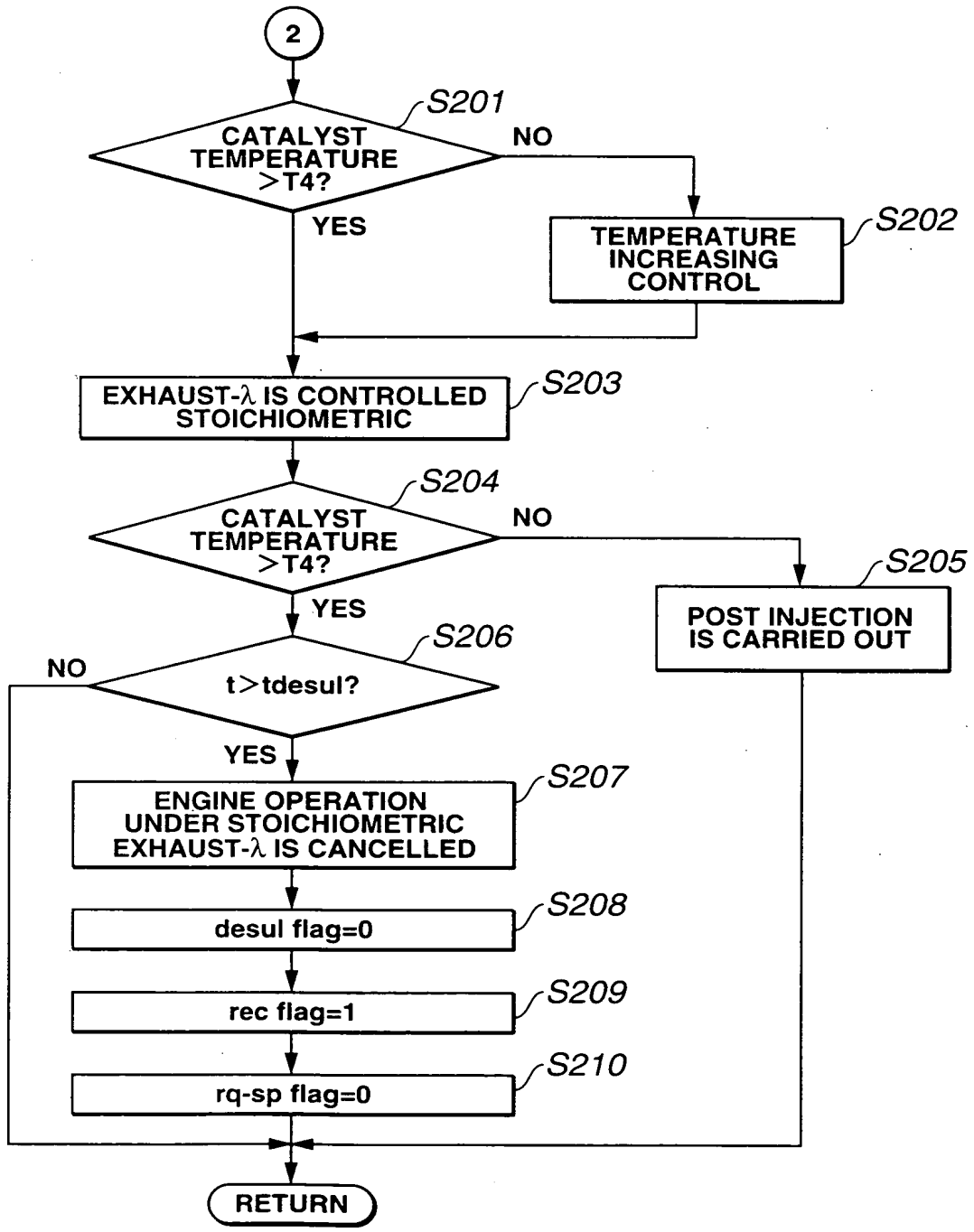


FIG.5

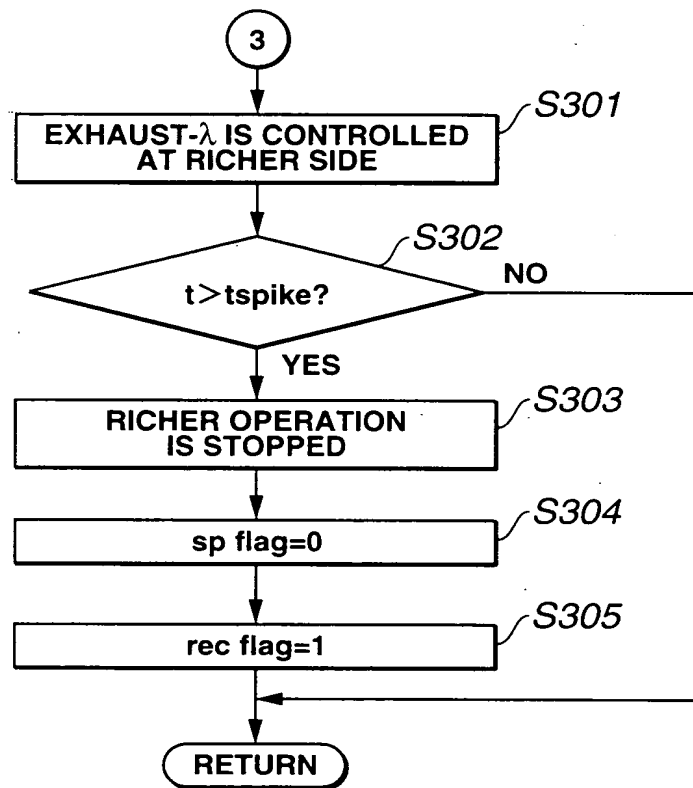


FIG.6

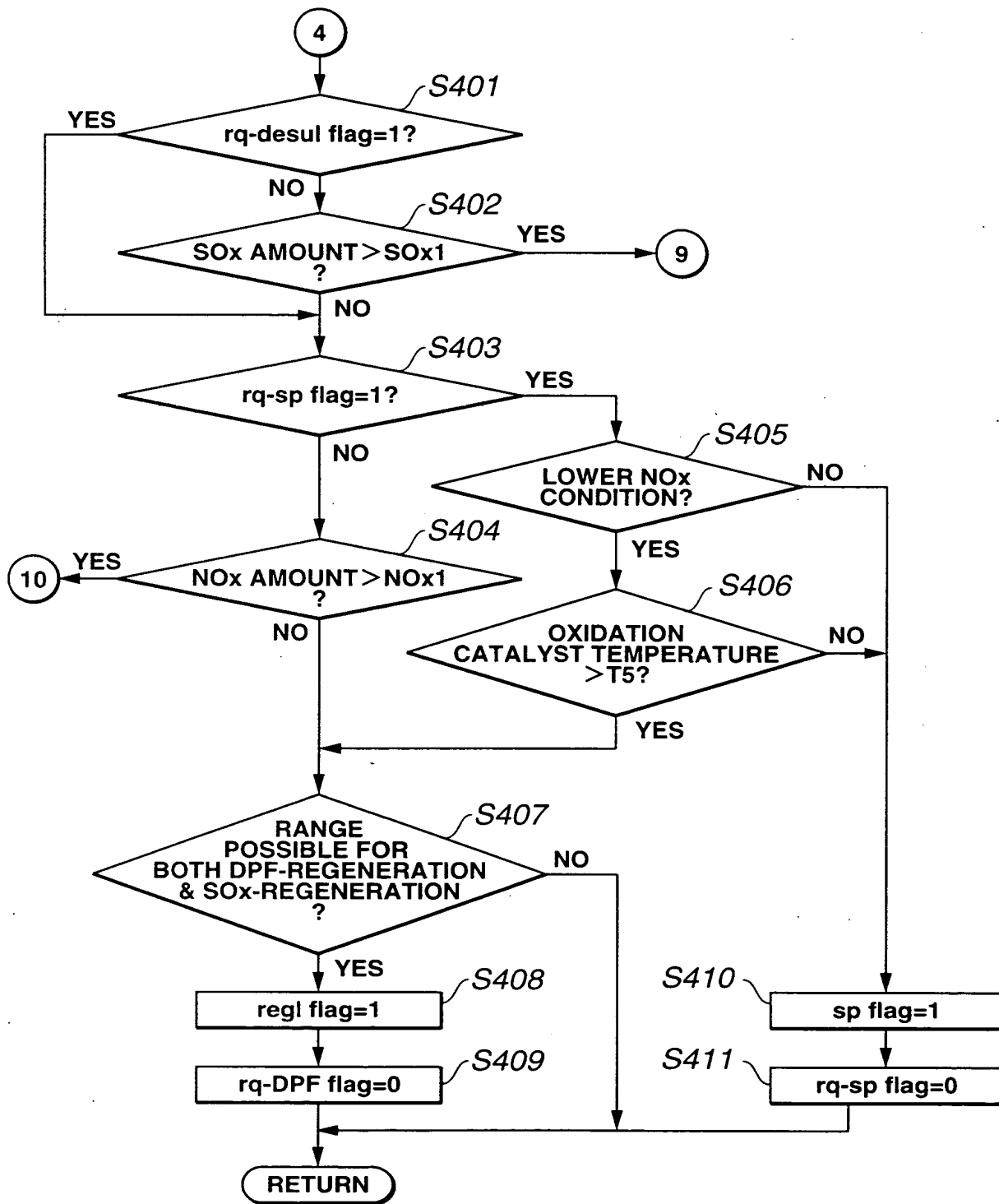
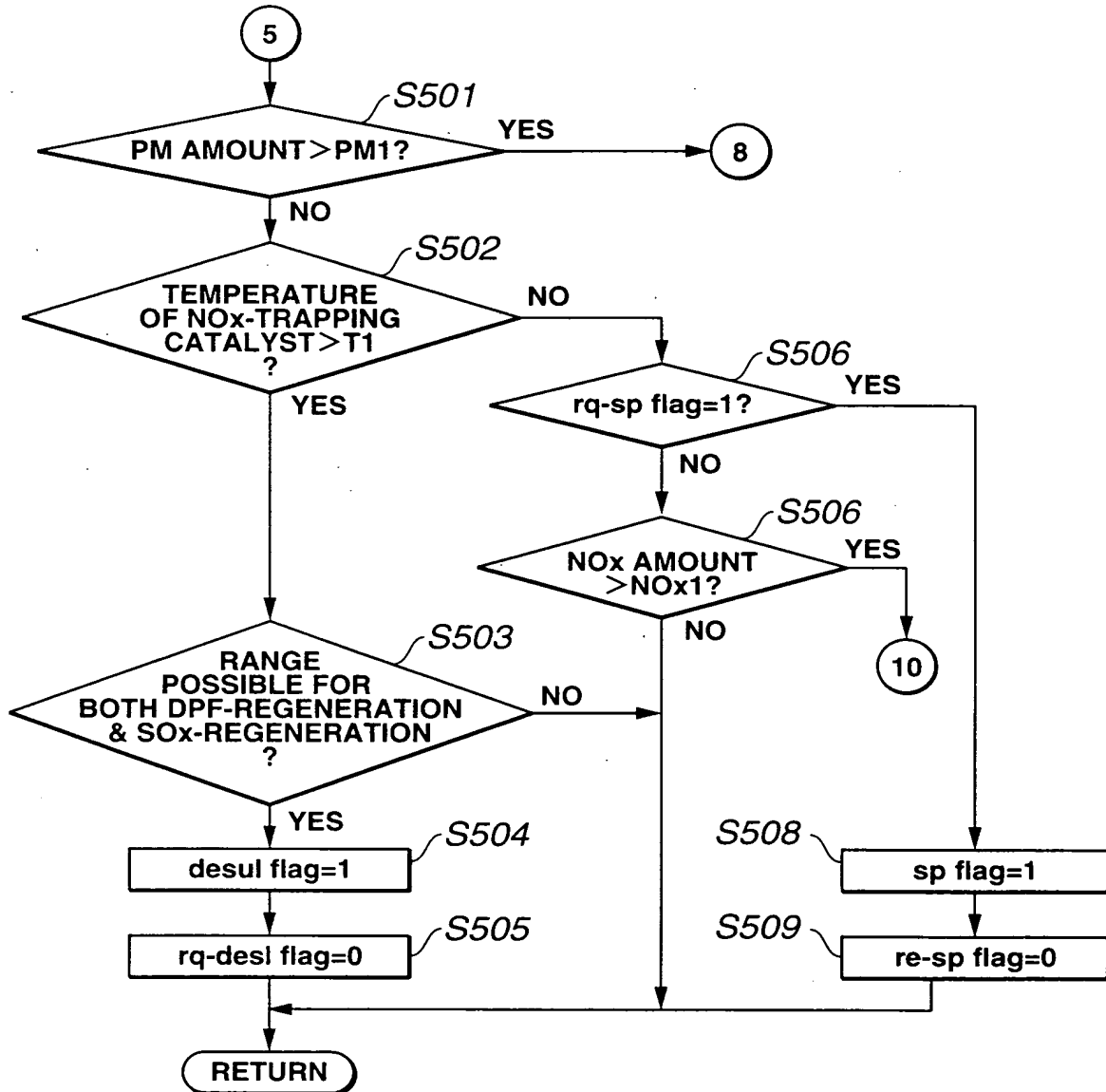
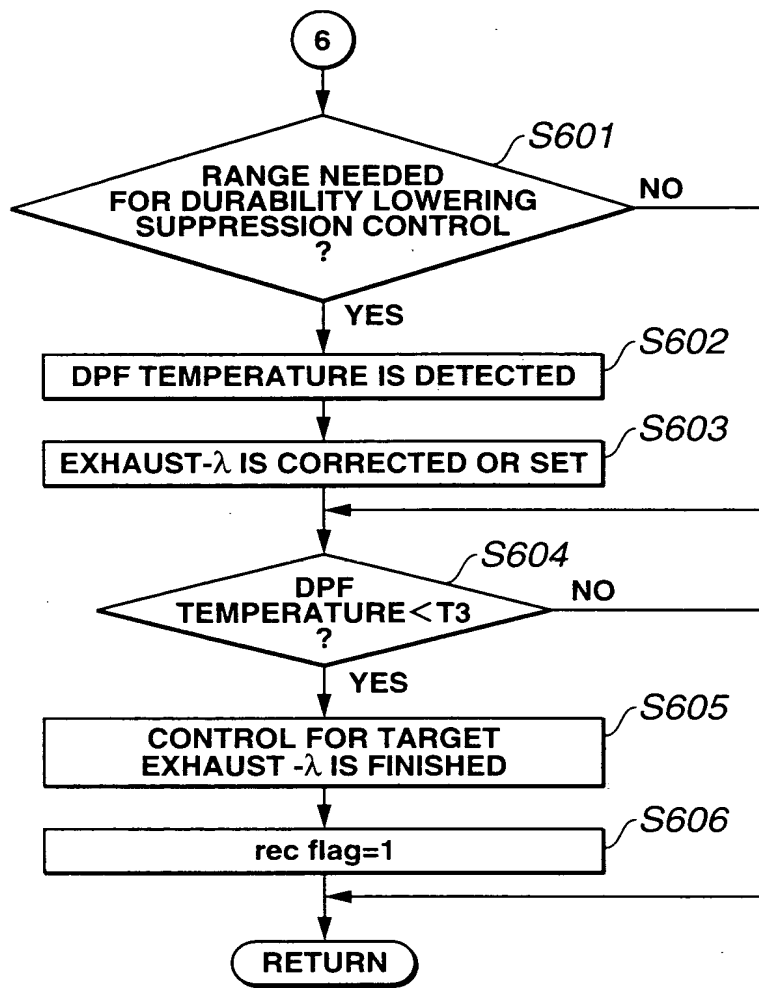


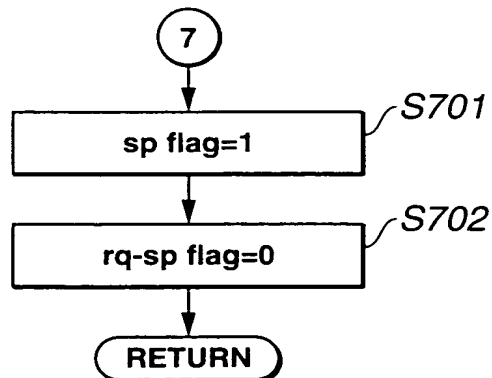
FIG.7



**FIG.8**

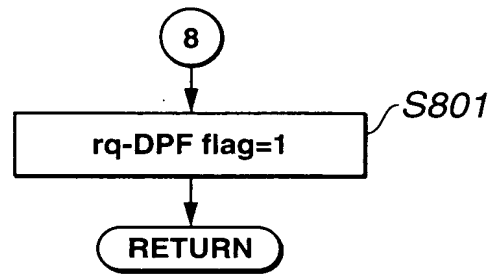


**FIG.9**

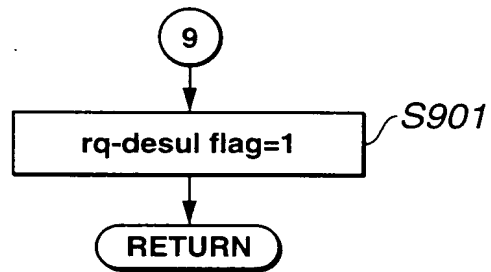




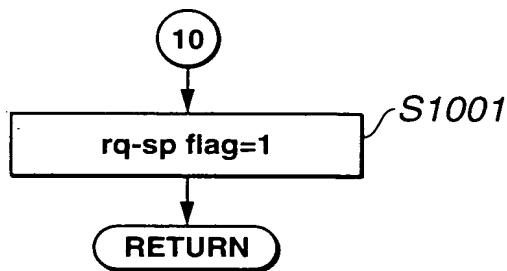
**FIG.10**



**FIG.11**

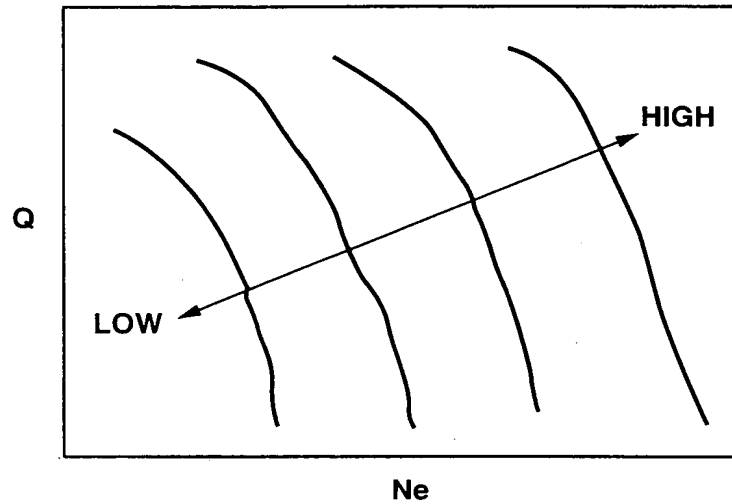


**FIG.12**



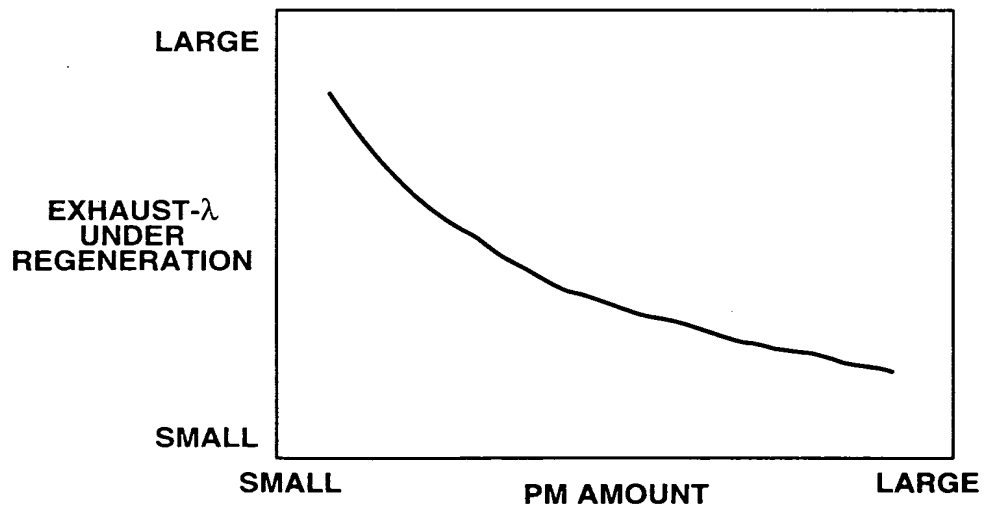
# FIG.13

## THRESHOLD VALUE OF EXHAUST PRESSURE AT INLET OF DPF



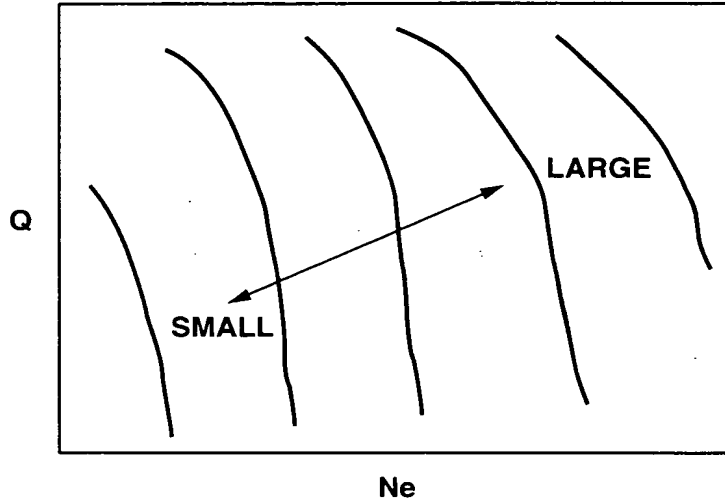
# FIG.14

## TARGET EXHAUST- $\lambda$ UNDER DPF-REGENERATION



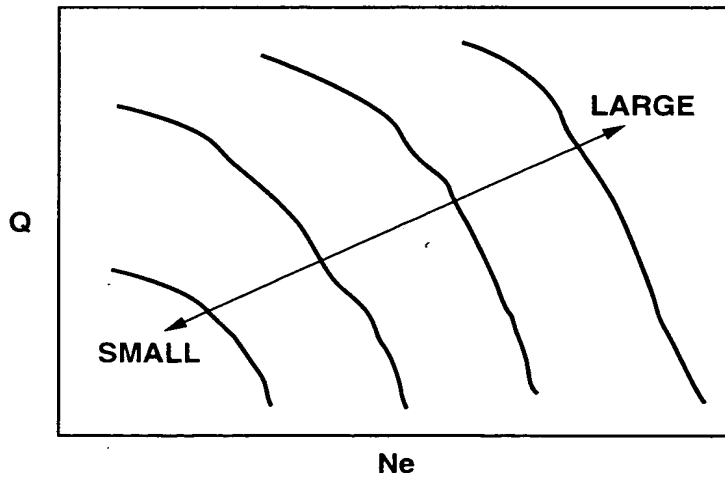
# FIG.15

TARGET INTAKE AIR AMOUNT  
NEEDED FOR SUPPRESSING LOWERING  
OF DURABILITY OF DPF



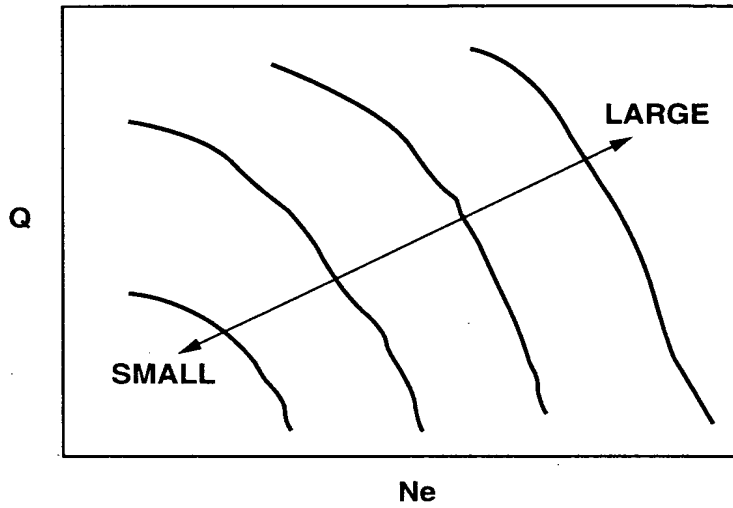
# FIG.16

UNIT POST INJECTION AMOUNT FOR  
INCREASING DPF TEMPERATURE



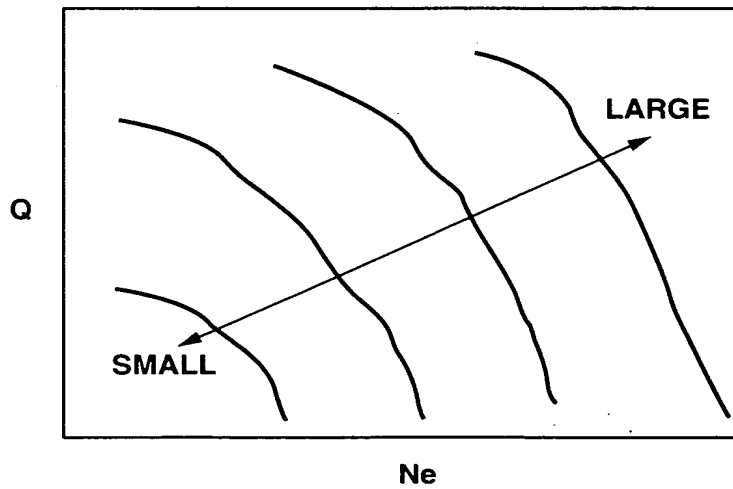
# FIG.17

TARGET INTAKE AIR AMOUNT  
FOR  $\lambda=1$  OPERATION

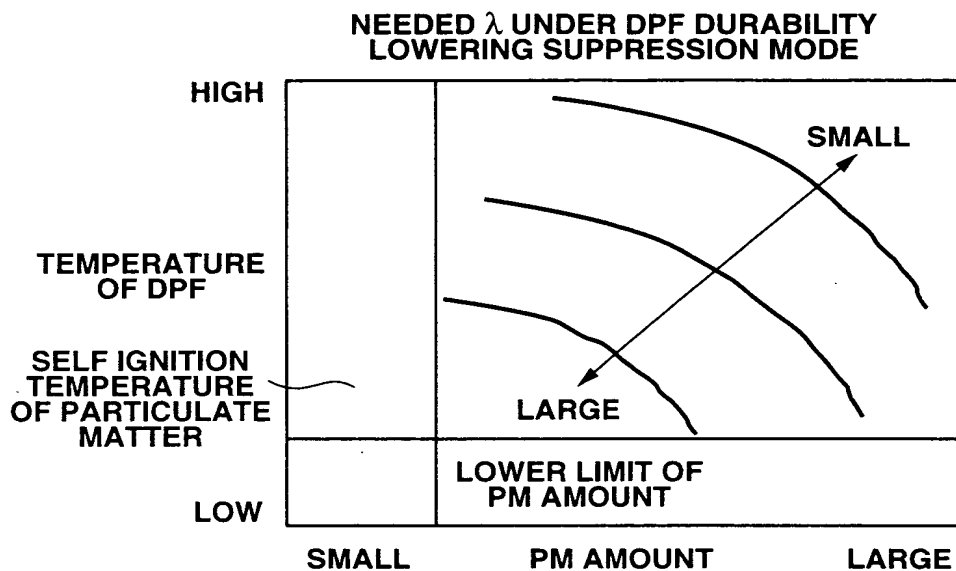


# FIG.18

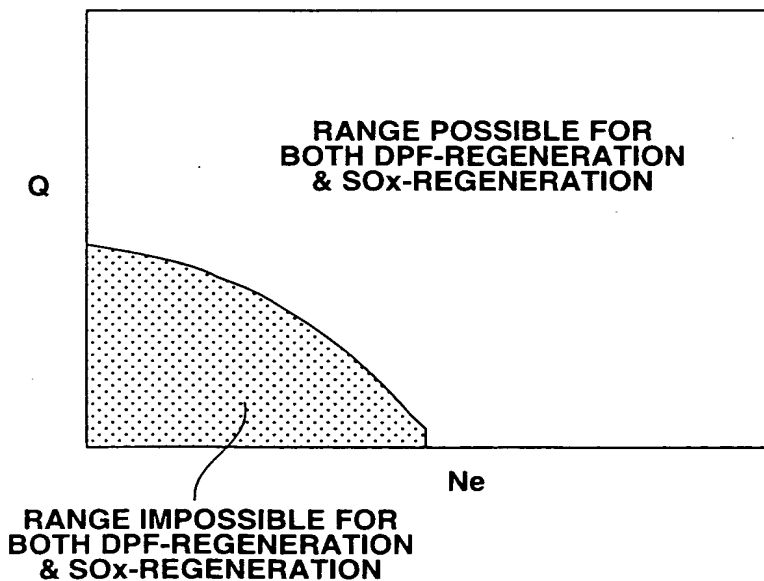
TARGET INTAKE AIR AMOUNT  
FOR RICH-SPIKE OPERATION



# FIG.19



# FIG.20



**FIG.21**

